

Amendments to the Claims

Please amend the claims according to the following listing of the claims.

1. (Previously Presented) Method for controlling an engine of a motor vehicle having a manual transmission, the method comprising, when at least one approval criterion is satisfied for an engine torque which is dependent on the driving state of the vehicle, stipulating a default engine torque which can be reduced relative to a setpoint engine torque required by the position of an accelerator of the vehicle, and wherein the default engine torque is determined as a function of at least one current engine characteristic.
2. (Currently amended) The method as claimed in claim 1, wherein the approval criterion is the driving speed of the vehicle, and wherein the default engine torque is stipulated depending on at least one current engine characteristic when a speed threshold for [[the]]a driving speed of the vehicle is not reached.
3. (Currently amended) The method as claimed in claim 2, wherein the default engine torque is stipulated only after recognition of a start-up process of the vehicle depending on at least one current engine characteristic .
4. (Currently amended) The method as claimed in claim 2, wherein an additional approval criterion is a delay time after recognizing the process of the vehicle's starting up, and wherein the default engine torque after the delay time elapses is stipulated depending on at least one current engine characteristic .
5. (Previously Presented) Method for controlling the engine of a motor vehicle having a manual transmission, the method comprising, when at least one approval criterion is satisfied for an engine torque which is dependent on the driving state of the vehicle, stipulating a default engine torque which can be reduced relative to a setpoint engine torque required by the position of an accelerator of the vehicle, and wherein at least engine speed and a quotient of the engine speed and driving speed of the vehicle are used as engine characteristics for determining the default engine torque .

6. (Previously Presented) The method as claimed in claim 5, wherein the default engine torque which causes speed limitation of the engine speed, is reduced relative to the setpoint engine torque when the engine speed exceeds a speed threshold and the quotient of the engine speed and driving speed of the vehicle is within a specific value range.
7. (Previously Presented) The method as claimed in claim 6, wherein a value of 4600 rpm is stipulated as the speed threshold for the engine speed.
8. (Previously Presented) The method as claimed in claim 1, wherein the default engine torque is determined by applying a torque factor to the setpoint engine torque.
9. (Previously Presented) The method as claimed in claim 8, wherein the torque factor is determined from a characteristic map.
10. (Previously Presented) The method as claimed in claim 1, wherein when the default engine torque deviates from the setpoint engine torque an action on at least one of a throttle valve, an ignition and a fuel injection of the vehicle is initiated.
11. (Previously Presented) The method as claimed in claim 2, wherein a value in the range from 25 km/h to 40 km/h is stipulated as the speed threshold for the driving speed of the vehicle.
12. (Previously Presented) The method as claimed in claim 11, wherein a value of 35 km/h is stipulated as the speed threshold for the driving speed of the vehicle.
13. (Previously Presented) The method as claimed in claim 1, wherein the default engine torque in idling of the vehicle is stipulated for acoustically influencing engine noise.
14. (Previously Presented) The method as claimed in claim 1, wherein the default engine torque in the process of the vehicle's starting up is stipulated for avoiding damage to a clutch of the vehicle.
15. (Previously Presented) A method comprising measuring an engine speed and a driving speed of a motor vehicle having a

manual transmission;

determining a torque factor based on the engine speed and the driving speed;  
and

determining a default torque by multiplying a setpoint torque by the torque factor, when the engine speed exceeds a predetermined threshold and when a quotient of the engine speed and the driving speed is within a predetermined range.

16. (Previously Presented) The method according to claim 15, wherein the torque factor is less than or equal to 1.
17. (Previously Presented) The method according to claim 15, wherein the method does not comprise recognizing whether a gear is engaged in the motor vehicle.
18. (Previously Presented) The method according to claim 15, wherein the predetermined threshold is greater than or equal to 4600 rpm.
19. (Previously Presented) The method according to claim 15, wherein the predetermined range is from  $100 \text{ min}^{-1}/\text{km/h}$  to  $500 \text{ min}^{-1}/\text{km/h}$ .
20. (Previously Presented) The method according to claim 15, further comprising limiting the setpoint torque to the default torque after a time interval has elapsed after the vehicle is started.